

A REAL CONTEST

With a nice prize open to everybody.

- FIRST** We will give away on December 24th a new and interesting game board to every boy or girl, under twenty-one years old, who has built up, by December 1st, a checking or savings account amounting to \$25.00
- SECOND** Every Mother and Dad whose checking account shows an average monthly balance of \$100.00 or more, for August, September, October and November may have one of these games to use or give away.

COME ON! LET'S GO! and see how many can win.

The Farmers' National Bank

Appomattox,

Virginia.

BUILD BIG BRIDGE OVER GRAND CANYON

Expect Span to Be Finished by
January 1, 1929.

Rail Lake City—From the prehistoric walls of the Grand Canyon, 300 miles north of Flagstaff, Ariz., what appears from afar to be a slender spider web gradually is being stretched across the top of the great chasm.

This web is actually a massive structure of steel designed to be the highest highway bridge in the world. The height from the waters of the Colorado river to the roadway grade is 407 feet.

Completion of the big span about September 1, and of the approaches about January 1, 1929, will bring into communication two vast regional highways inaccessible to each other except by way of a river ferry and a dangerous trip of mountain road.

The new route will eliminate the historic Lee's ferry, which has been in service since 1872, six miles above the site of the bridge, where John Doyle Lee built a cabin and acquired the ferry rights formerly possessed by the Mormon church.

Lee's first ferry was a dumpy affair, the first more serviceable boat being constructed in 1879 by John L. Doyle. This was a barge, 20 by 40 feet, capable of carrying two loaded wagons and teams.

After changing hands several times the ferry and all rights were acquired by the Colorado county, Ariz., which operates it under toll.

The new highway structure opens up a region that is little known to tourists and in which travel has been for the most part limited to traders and Indians. A strip of pointed desert lies along one side, between Flagstaff and the bridge, and on the Utah side are the Bryce canyon, the Kaibab National forest, Cedar Breaks, Zion National park and the scenic beauty of the Grand Canyon itself.

The main span is a deck arch of 618 feet, the arch being of the three-hinge type, with buttressed trusses designed with reversal stresses for cantilever erection. The bridge will be 833 feet long.

Transplanting Glands

Fails to Renew Youth
Chicago—Chemists and physiologists of the University of Chicago, after experimenting for years with gland transplanting to recreate youth or prolong life, have concluded that it cannot be done.

The only success attained in part years with lower animals, where glands of the same species could be transplanted. But this was not effective.

Dr. A. B. Lackard of the department of physiology is skeptical as to any human success.

"We are handicapped in experiments with human, because the glands available for such work are from other animals. The moment we introduce a gland of one species into a gland of another, we bring about a peculiar biological action."

Dr. Carl Moore, directing research along these lines in the zoological laboratory, is a pessimist.

"I don't say that gland transplanting never will be done effectively, but rather that it never has been accomplished," he said.

"It is perfectly true that a transplanted gland will live for a while, but it is equally true that it will not grow or renew its vitality. There is not the proper blood circulation through the whole gland to feed it and keep it alive."

Preserving Corn Meal

Since corn meal spoils rather easily, special attention should be given to the way in which it is stored. It should be kept in a cool, dry place and should be closely covered to exclude insects. This applies to the mill and the shop as well as the home.

The water-ground meal spoils more easily than the granular meal. When convenient, therefore, it should be milled only in small quantities as needed.

\$125,000 IN PRIZES FOR BIG AIR MEET

Largest Amount Ever Posted
for Similar Affair.

Los Angeles—More than \$125,000 in prizes, said to be the largest amount ever posted for a similar affair, will be competed in the 1928 national air races and aerobonautical exhibition to be staged in Los Angeles September 8 to 16.

A series of transcontinental air derbies will feature the meet.

Heading the group is the New York to Los Angeles free-for-all nonstop race. Total prizes for this event will be \$22,500.

A second New York to Los Angeles flight will be open only to civilians. The event will be determined by elapsed time and the race will be conducted through controls. The purse will aggregate \$40,000.

Ten thousand dollars will be paid to the winner of the forty from Windsor, Canada, to Los Angeles, open to Canadians only.

A similar event will go to the plane which finishes first in the Pan-American race, from Mexico City.

Other events include two California air races from the San Francisco bay region to Los Angeles, airline distance contests, endurance record flights, all types of speed races around pylons, parachute jumping, pursuit races, and a number of special events for army, navy, and National Guard flyers.

On the date of the finals of the New York to Los Angeles nonstop flight, "Famous Flyers' day" will be observed. It is expected that Orville Wright and most of the transatlantic, round-the-world and army and navy flyers will be present.

A score of conventions will be held during the meet. These include the National Aeronautical association, the National Association of Air Mail Pilots, the Professional Pilot's association, and the Society of Automotive Engineers' meetings.

Some 1,500 planes, attended by 5,000 pilots and technical experts, will be attracted by the race, it is believed.

Filipinos Pay Fee on Ship to Be Kept Well

Manila, P. I.—Like the Chinese of yore, young Filipino sugar plantation workers returning from Hawaii pay the ship's doctors to keep them well. The price is a dollar a head, but prevention against sickness is not guaranteed.

Filipinos go to the Hawaiian Islands in great numbers. To get their steamship passage paid both ways they must remain three years. While they are working on the plantations they are allowed but half their pay until the time limit is up. Then they are given a ticket back to Manila, or its equivalent in cash.

It has been estimated that of those who go to Hawaii only about a third return. The others drift to the Pacific coast, Filipino "boys" being in great demand in Seattle, Tacoma, Portland, San Francisco and Los Angeles. Chicago and New York, too, have "settlers" of men from the Philippine Islands, and thousands of them are employed as cabin and dining room stewards on United States warships and passenger liners.

Study "Golden Brown" of Cookie Recipes

St. Paul, Minn.—Just how brown is the "golden brown" cookie of the recipe books and how does it get that way? Three scientists, Prof. C. H. Bailey, Eva L. Stephens and Alice M. Child of the Minnesota experiment station here, have found a way to tell and have reported it to the American Association of Cereal Chemists.

An instrument called a spectrophotometer is used to measure the color quantitatively. The reflection of light from the cookies is compared with that from a standard of a certain degree of brownness, and the color of the cookies is determined by mathematics.

The color of the cookies depends somewhat on the color of the molasses, as every cook knows. Also, increasing the amount of the baking soda makes the cookies darker, as does increased temperature of baking.

By the use of this instrument it is possible to determine the difference in color of baked products which results from changing the recipe or the time or temperature of baking.

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A. H. CLEMENT, Editor.

THURSDAY, AUG. 16, 1928.

Dangerous Ground

The efforts being put forth by some States in the organization of the Democratic party to keep those who vote against Gov. Smith out of the party and primaries here after will not do and is only a threat. The Democratic party is the party of the people and those in authority make a mistake if they think it right and fair to force people. Many good Democrats at this time are seriously considering the candidates and the issues and are displeased with the party's nominee on three issues—prohibition, religion and Tammany Hall brand of politics.

Republicans are anxious to make an issue of prohibition in the south, but want very little said about it in the East. Both candidates and their platform are pledged to enforce the prohibition laws. Just how well and faithfully the Republican party has kept its pledge in this respect is known to all.

A religion in politics is distasteful and unwarranted—there is no grounds on which any American citizen may be denied the right to seek office on account of his religious beliefs. To vote against Gov. Smith on account of his religion is to take away from him the solemn right of free choice to him under the constitution which all are sworn to uphold and defend.

Tammany Hall politics—Appomattox Democrats have had this brand for many long years and whether you endorse it now or not your previous record is all that the very brand that tickles the Appomattox politician's palate.

Be careful not to offend, and ask the Democrats not to desert the party in the campaign. Republicans to a man are supporting their party. Consider the dangers with which the South is threatened before you quit your party. If the party will issue no threats, and have no parades, but quietly persuade Democrats to stand by the party. A free people will not be threatened or driven.

Our Medical College

The Medical College of Virginia is suffering from an attack of Dr. Willis, who held the chair of surgery until his resignation was accepted by the Board and Dr. Sanger, president of the College and its executive board.

Dr. Willis charged the president with being incompetent and upon hearing the board sustains Dr. Sanger. Chairman Eppa Hunt, Jr., one of the State's leading lawyers, refuses Dr. Willis access to the records of the college by which Dr. Willis sustains his incompetency.

The board says Dr. Willis' charges are untrue and Dr. Willis' charges are true. The college is a state institution and if Gov. Byrd does not take a hand in the affair the next Legislature will most likely have a full investigation. The school has sent out some outstanding physicians and the people will more than likely demand that light be thrown on it. Certainly Dr. Willis would have every opportunity of proving his charges.

The Flood

Late Friday it began to rain and much a rain and wind storm

the oldest inhabitants of this section never saw here before. Small creeks became roaring rivers, sweeping away bridges and destroying crops in every section of the county.

At 4 o'clock Saturday evening Thomas' mill, three miles S. W. of here, was swept away when the huge dam broke carrying destruction in the wake of the rushing water. The mill is a total wreck and the channel of the stream is completely changed necessitating a new bridge at that point or change of location.

The loss of Mrs. Thomas will exceed \$7,000, and it is believed that the mill will not be rebuilt. Covington's mill N. E. of town is running by steam on account of the breaking of the dam.

Stratton's mill was damaged, but to what extent we have not heard.

Bridges swept away—North's bridge greatly damaged, but road foreman W. H. O'Brien promises to have it up by the end of the week. Several other low-water bridges in Supervisor Anderson's district were destroyed, but he is earnestly pushing ahead to get them repaired. One at Stratton's mill and another at Wells on David creek.

The damage to bridges and roads alone will amount to thousands of dollars, and the loss sustained by the farmers to growing crops will exceed \$25,000.

Five bridges in southside district were taken away, but Supervisor O'Brien thinks all will be in shape to-day except the bridge at Thomas' mill, where the new channel will have to be bridged.

W. R. Harvey, who had much fine tobacco on low land is reported to have lost the entire crop. The corn crop is on the ground and while highland crops have not sustained so much damage as the low land crops are a total loss. Appomattox river was reported to be higher than any citizen can recollect.

We have not been able to confer with Supervisor O'Brien, but it is not believed that he lost any bridges in his district. Right much damage was done to the new roads in his district however.

The correspondent of the News writes about the destruction on Falling river, no doubt much of this high water was occasioned by the breaking of the Thomas dam.

Crawley mill, or Evol roller mill, situated ten miles east of Rustburg on Falling river, was washed away Saturday night, along with the iron bridge, a store house storage house, two garages, two automobiles, one truck, an unoccupied dwelling, the oil house, chicken house and a variety of other farming equipment, all the property of H. W. Carville and brother. The property was scattered along the banks of the river for miles, and some things were located later in the tops of trees. One of the automobiles and the truck have been recovered, but the other car has not been heard from. The mill and land were sold to the Carvilles a few years ago by A. B. Crawley.

The small dam at the mill was left intact. Numerous large trees were uprooted and other damage done to property, besides overflowing, and flattening corn, grain and other crops in low ground.

Marshall's mill located on Motley's creek, about five miles from Crawley mill was also washed away and so were most of the bridges in that community.

Town's Odd Name
Angus is the curious name of a small town in the British Columbia, corner of Canada, in British Columbia, on Observatory Inlet, near the Puget land canal. It is the center of a great mining industry, including the largest copper mine in the British empire, which are nine miles of underground workings.

With Due Apologies
Woodman, how long I've been apart from you! I can't say the name of a town of one who hates me now—Missusie Sentinella

David's City
The term "The City of David" is frequently used in Jerusalem, which David took from the Jebusites and made the capital of his kingdom. Bethlehem, where David is supposed to have been born, is also called "The City of David."

Cosmopolitan Colony

During the Eighteenth century, Pennsylvania was a refuge for European immigrants. No other colony had many different races and religions: Dutch, Swedish, Finnish, German, Irish and Irish; Quakers, Presbyterians, Catholics, Lutherans, Mennonites and Moravians.

Nerves and Matrimony
The mental unbalance of the ordinary nervous patient is usually just a symptom along with insomnia and a host of feeling in the morning. Says a physician in the Woman's Home Companion:

Decent Day's Work
If at the end of the day you can say that you have earned no unhappiness to anyone you have met, that you have lessened no one's belief in life or man-kind, that you have helped the dis-couraged and added nothing to the vanity of the ostentatious, then you have done a decent day's work.

Ancient University
Cruzeo university has kept its name and its stream of learning flowing for half a millennium. Today its "city" students may attend class or stay away at will and they take extra, but none a year. Classes are always full.

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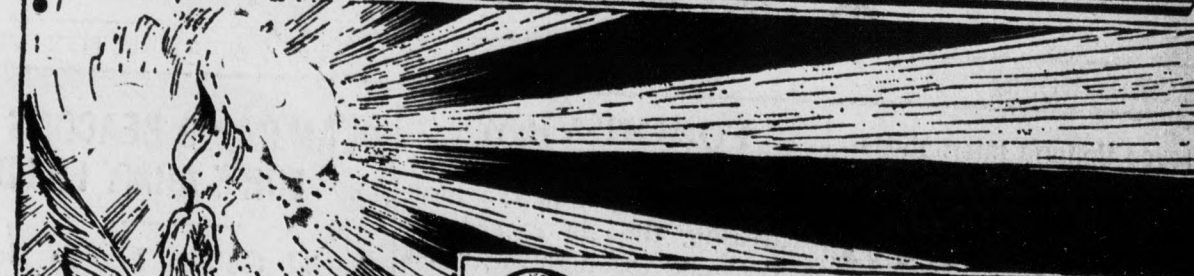
In the matter of banking are just as extensive and important as those of any other business man, for farming is the biggest business in the country.

The Peoples National Bank makes a specialty of meeting the banking requirements of the farmers of this district, and its service is friendly, intelligent and complete.

Peoples' National Bank

Lynchburg Virginia.

WITH SUCH TRADITION-CONFIDENCE MUST BE DESERVED



The General Superintendent's Duty Shall Be—

... to pass over the entire list of railroad in a hand car at least once every month ... and report in writing to the President, the condition of the roadway, bridges, culverts, trestles, docks, machine shops, machinery, motive power and rolling stock."

HAT WAS THE JOB OF THE General Superintendent, as outlined in the Old Constitution of the Virginia & Tennessee Railroad in 1861.

TO-DAY, with 5,000 miles of track, no one man could perform such an impossible task. Times have truly changed. But, through the years which have seen three-quarters of a century of railroad development, one policy has remained steadfast. The NORFOLK AND WESTERN RAILWAY, of which the Virginia & Tennessee is now a part, always has, and always will continue to embody the spirit of safety and precaution—that the public's confidence—so highly prized—may continue to be deserved.

The Norfolk and Western Railway has recently been awarded the control of the American Museum of Safety for the most progress in accident prevention during 1926. Although more than twenty million persons—nearly a fourth of the population of the United States—travel over the Norfolk and Western from 1917 to 1926, not a single passenger was killed in a train accident. Furthermore, in 1926, not a single passenger was injured in a train accident on this "safe" railroad.

THE NORFOLK AND WESTERN RAILWAY

10 Big Reasons why Chevrolet is -

First Choice of the Nation for 1928!

With over 750,000 new Chevrolets on the road since January 1, today's Chevrolet is first choice of the Nation for 1928. Come in and see how completely this sensational automobile provides the ten great factors which automobile buyers everywhere are now demanding.

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Today's Chevrolet is modern to the last degree.

2. APPEARANCE
Today's Chevrolet provides the beauty of design and proportion which make it a masterpiece of art.

3. FEATURES
The "V" type features give the Chevrolet a distinctive look and make it a masterpiece of engineering.

4. PERFORMANCE
The Chevrolet's amazing performance is the result of a valve-in-head motor, which is a masterpiece of engineering.

5. COMFORT
The elegant and better Chevrolet provides a ride which is a masterpiece of engineering.

6. MAINTENANCE
The Chevrolet's simplicity of design and construction makes it a masterpiece of engineering.

7. ECONOMY
The Chevrolet's economy of operation makes it a masterpiece of engineering.

8. SAFETY
The Chevrolet's safety features make it a masterpiece of engineering.

9. RELIABILITY
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10. PRICE
The Chevrolet's price makes it a masterpiece of engineering.

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Appomattox, Virginia

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